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25X1

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3. The types of train brakes used are Westinghouse, Knorr, and Breda & Bozic. The last type is used mostly for freight trains because it acts quickly without breaking the couplings.
4. A railroad bridge about 2 km long is being built over the Vltava River at Branik, which is south of Prague, in order to facilitate the transporting of iron ore from Mnisek pod Brdy (N50/L66) to Kralove Dvur near Beroun. Although the distance between Mnisek pod Brdy and Kralove Dvur is only about 20 km, the two places are separated by high hills through which no railroad line has been constructed. Therefore, trainloads of iron ore going from Mnisek to Kralove Dvur have been compelled to travel by way of Prague through the Smichov and Vrsovice yards, where train traffic is otherwise very congested. The new bridge is intended to alleviate this congestion by cutting the rail circuit of these ore trains before Prague proper and connecting the line which leads from the Smichov yard with the line from Mnisek along the east bank of the Vltava.
5. A new method of allotting railroad cars for the transport of goods has been devised and is to be instituted on either 25X1A
This will not affect the transportation of property of Austrian citizens which is being sent to Austria with the approval of the authorities of both countries.
6. A 1,250-ton load can be carried on the Prague-Cesko Budejovice line if a second engine in the rear is used as far as Strezimir. On the remainder of the run, engines R 1, R 2, R 3, and R 5 are capable of hauling as much as 1,250 tons because the grade is only 1.6 percent.
7. More than 200 trains travel between Prague and Cesko Budejovice daily, as follows:

3 international express trains
 4 express trains
 3 express passenger trains
 40 passenger trains
 38 express freight trains
 18 non-stop freight trains called "rockets"
 55 freight shunting trains
 46 local passenger trains

8. Water towers and roundhouses on the Prague-Cesko Budejovice line are situated at the following places:

	<u>No. of Towers</u>	<u>Engine Capacity of Roundhouses</u>
Prague (Wilson Station)	2	-
Prague (Vrsovice Station)	2	200
Cercany	2	6
Benesov	2	8
Obratovice (050/L94)	1	-
Tabor (050/101)	2	80
Voseli nad Luznici	2	20
Cesko Budejovice	2	140

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9. In the ~~Approved For Release 2002/08/08 : CIA-RDP82-00457R007000080009-1~~ at all times. Near this building is a four month's supply of coal, which is stored

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in 1,800 railroad freight cars. Two thousand persons work in this roundhouse in three shifts, and during each shift about 14 cars of coal are used. Various maintenance workshops are attached to the roundhouse.

10. Railroad bridges and shunting yards on this line are located as follows:

	<u>Bridges</u>	<u>Shunting Yards</u>
Prague-Vrsovice	Entrance bridge, 25 m long, 20 m wide, maximum load 1,200 tons. Departure bridge, 20 m long, 20 m wide, maximum load 1,200 tons.	5 km long, 2 km wide. A total of about 280 trains, usually consisting of 50-60 cars, can be assembled daily.
Cereany	Entrance bridge, 30 m long, 25 m wide, maximum load 1,200 tons.	
Tabar	Departure bridge, 20 m long, 15 m wide, maximum load 1,200 tons.	1.5 km long, 300 m wide; about 90 trains can be assembled daily.
Veseli nad Lucnici		2 km long, 500 m wide; about 90 trains can be assembled daily.
Ceske Budejovice	Entrance bridge, 20 m long, 15 m wide, maximum load 1,200 tons.	2 km long, 500 m wide; 120 trains are assembled daily.

11. En route from the Wilson Station to the Vrsovice Station there is one tunnel, 2,600 m in length and 8 m in width, and between the Wilson Station and the Tichov Station one tunnel, 2,600 m in length and 7 m in width.
12. The sharpest curves on the Prague-Ceske Budejovice line are between Senohrab and Benesov. At the following stations connections can be made with other lines:
- From Cereany to Kolin and to Havlicky Brod
 - From Tabar to Pisek, to Obratan and Jihlava, and to Belyas via an electrified line
13. The line from the Prague-Wilson Station to the Prague-Vrsovice Station has been electrified. With the exception of express trains, all trains are hauled by electric engines for this distance. At Vrsovice they are again attached to steam engines.
14. At the Wilson Station hand-operated and electrical semaphores are used to convey light signals. The switches are also both manually and electrically operated. At the Vrsovice Station the switches are electrically operated and the signals manually. First the switch for the oncoming train is turned and then the main semaphore is set by hand at "proceed". All the switches, however, are dependent on the main semaphore and they can be safely locked in special "Kec" locks.
15. The following platforms at stations on the Prague-Ceske Budejovice railroad line are assigned to the military authorities:

<u>Station</u>	<u>Number of Platforms</u>
Prague-Wilson	1
Prague-Vrsovice	2
Hostivar	1

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Cercany	1
Obramovice	1
Herranicky Sedlec	1
Sudoměřice-Netysl	1
Tabor	1
Čecheslav	1
Veselí nad Lužnicí	1
Česke Budejovice	2

16. Special military trains are run on the Prague-Ceske Budejovice line when necessary, and they have the same priority as freight express trains and take preference over passenger trains. Normal passenger trains wait for an interval of five to eight minutes before they follow military trains.
17. These military trains are capable of carrying 900 tons of freight which consists mostly of tanks, cars, artillery, explosives, military kitchens, cement, coal, antitank obstacles, iron rods for reinforced concrete, and other items. Special cars are used to transport tanks so that the tanks can be loaded and unloaded at any point on the road. This operation takes three minutes. These special cars can be opened both at the front and rear ends, and they have a loading capacity of 200 tons.

* Comment: The letter designation "P" signifies either a passenger or an express engine, the letter "N" a freight engine.

** Comment: These letters indicate the class of passengers carried by the train. "A" is equivalent to the first class, "B" the second class, and "C" the third class.

*** Comment: Cars designated 21/22 CE and CI are local train cars only.

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